

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,365 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"2,073 "....." G. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 5 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.M.S.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 5 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.
 "NANNING,"569 "....." C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahoning, Kungchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$5.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

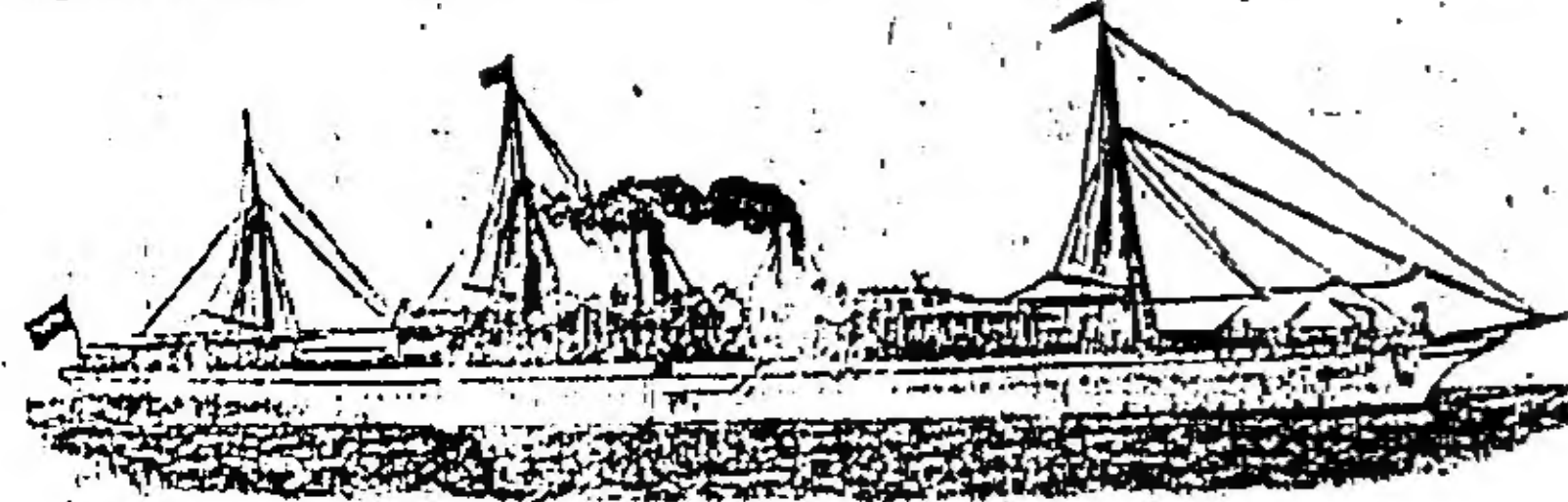
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 18th June, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	5,400	WEDNESDAY, June 27	July 21
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPEROR OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....\$140. Via New York \$162.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail\$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage apply to

D. W. CRADDOCK, Acting General Agent,

Corner Pedder Street and Praya, opposite Blakes Pier. [15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....T. R. MEAD.

"KWONG TUNG".....1,258.....R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8.30 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

1st Class single \$2 with cabin \$5.00.

2nd Class single \$1, return...\$5.00.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHUI ON S.S. CO., LTD., and

KUN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 22nd May, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.M.S.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8 A.M. Departs from Macao on Week Days at 1.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 20th inst., inclusive, every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single, \$2; Return, \$3; 1st Class, Single with Cabin, \$5; Return, \$8; 3rd Class, Single, 50 cents; Return, 80 cents.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

Hongkong, 10th May, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN.....	THURSDAY, 21st June.
ZIRZEN.....	WEDNESDAY, 4th July.
ROON.....	WEDNESDAY, 11th July.
SEYDLITZ.....	WEDNESDAY, 18th July.
BAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
ROON.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.

ON THURSDAY, the 21st day of June, 1906, at Noon, the Steamship PREUSSEN, Captain R. Meyer, with MAILS, PASSENGERS, SPOILS and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 19th June, Cargo and Spoils will be received on Board until 5 P.M. on WEDNESDAY, the 20th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61. 0. 0.	\$32. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	35. 0. 0.
TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAVEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,327	TUESDAY, 26th June.
PRINZ SIGISMUND.....	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.

ON TUESDAY, the 26th day of June, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class and 2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00 \$50.00
TO NEW GUINEA.....	\$18.00	\$12.00	\$8.00	Return \$40.00 \$27.15
TO BRISBANE.....	\$20.00	\$14.00	\$10.00	Return \$54.00 \$38.00
TO SYDNEY	\$23.00	\$15.00	\$11.00	Return \$59.00 \$41.10
TO MELBOURNE	\$24.10	\$16.00	\$12.00	Return \$62.50 \$44.50
TO YOKOHAMA	\$50.00	\$30.00	\$20.00	Return \$170.00 \$120.00
TO KOBE	\$55.00	\$35.00	\$25.00	Return \$170.00 \$120.00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00		

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA: SEYDLITZ.....WEDNESDAY, 20th June.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA: BAYERN.....WEDNESDAY, 4th July.
 YOKOHAMA & KOBE: PRINZ SIGISMUND.....WEDNESDAY, 4th July.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA GENOA	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 19th June, 1906

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge-Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, Etc.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

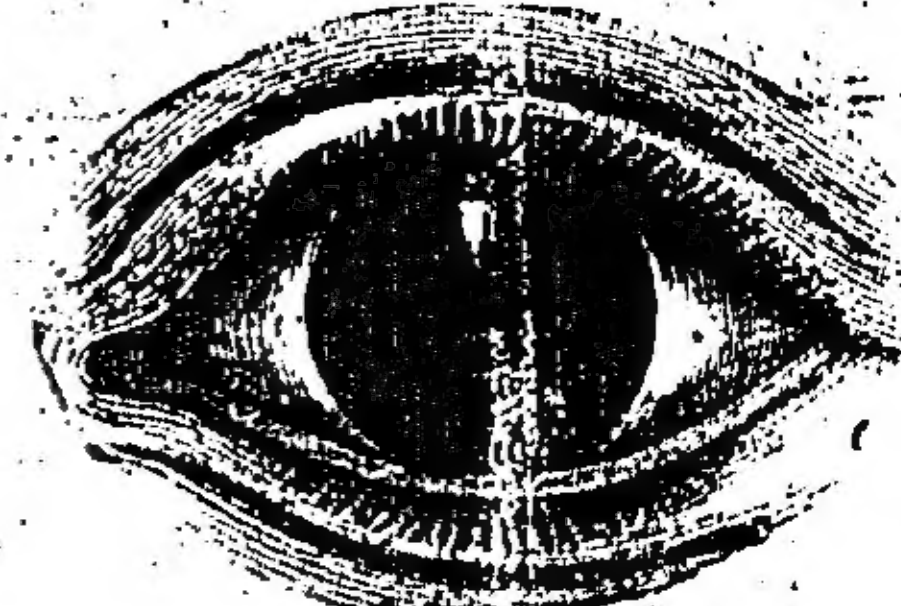
Is self-acting. Always ready for immediate use. Requires only one hand to hold. Destroys all smoke. Weight only 15 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

"MINIMAX"

Hongkong, 10th May, 1905.

[33]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN, 3, FEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 66, Nanking Road.

Hongkong, 27th November, 1905.

[48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$10

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Intimation.

WM. POWELL, LTD., ALEXANDRA BUILDINGS,

Des Voeux Road.

NEW MILLINERY

for
SUMMER
WEAR.

SMART,
DAINTY
and
INEXPENSIVE.

All kinds of
HEADGEAR
made to order.

FASHIONABLE
DRESSMAKING
at
reasonable charges.

CUT,
STYLE
and
FIT
Guaranteed.

A CALL INVITED.

Wm. POWELL, Ltd.,

Drapers, Dressmakers,
Milliners, and Complete

House Furnishers,

Alexandra Buildings,

HONGKONG.

Hongkong, 30th May, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO., 8, D'AGUIAR STREET. NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [530]

A. CHAZALON & CO. JUST UNPACKED.

A NEW Consignment of the following—

ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
" MACKARELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
" STUFFED OLIVES.
" ANCHOVY in OIL (Bouillies).
ALSO

PASCAL'S ASSORTED SWEETS and TOFFEEES.
Hongkong, 12th May, 1906. [61]

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 7th March, 1906. [51]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1905. [66]

FURNITURE WAREHOUSE.
LI KWONG LOONG & CO.,
司公隆李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at

No. 35, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A. S.
Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [52]

OUR CHANGING STANDARDS OF BEAUTY.

After visiting any contemporary exhibition
and contemplating the idealism represented
for instance, in Burce-Jones's pictures of
Charles Dana Gibson's faces, a walk among
the Grecian marbles in the British Museum,
says the London Outlook, will convince most
observant minds that "the increasing socialis-
ation of the race is affecting its esthetic stand-
ards." All Western culture is still so much
under the influence of Greek standards of
beauty that "we are perhaps inclined to over-
look the character of changes that may be
taking place." What the character of this
transition is, as far, at least, as it relates to our
standards of female beauty, The Outlook
undertakes to indicate. We quote in part:

"As a rule the philosophers followed the
Greeks in merely identifying the beautiful with
the best. Hogarth hardly went so far. His
celebrated 'line of beauty' and his equally
celebrated curved 'line of grace,' which give
us such pleasure in the female figure, were
supposed to be associated with variety. It was
Schopenhauer, of all the philosophers, who
came nearest to the modern evolutionary
standpoint by associating the qualities into
which he analyzed the beautiful with ideas."

"With the development of the Darwinian
theory of evolution our theories of standards of
personal beauty were considerably clarified.
It became evident that the qualities which we
admire in types of female loveliness were all
consciously or subconsciously connected with
ideas which were themselves, in the last resort,
in some manner related to utility. This ap-
peared simple enough at first, and not so very
different from the Greek conception of
beauty as representing the ideal of fitness. But
the disturbing influence introduced into
aesthetics was enormous. For it became
evident that, if this view were right, there
had never been any fixed and permanent
ideal of the beautiful, and that our standards of
taste must be in a constant state of change."

"The accepted canons of tradition with no
doubt, to a large extent rule us. But so pro-
nounced is the change, nevertheless, that no
observant person can walk through the art-
galleries of Europe at the present day and
remain altogether unconscious of it. Many of
the representations of the female face and
figure to be seen in some of the masterpieces
of the Flemish and other schools might, if we
had the courage to admit it and perhaps also
the power of judging the creations apart from
the qualities of the artist, be conceivably
regarded not so much as ideals of beauty as
types of female ugliness. Even we regard
the great creative types of the ancient civiliza-
tion, it is remarkable how far we seem to have
travelled. Probably no modern artist secure in
appealing to the popular taste would venture
to give a female figure the waist or the neck
or even the chin of the Venus of Melos. Still
less, perhaps, would he venture to repeat the
lines of the Venus of the Capitol. In many of
the representations of the female face by the
Greek sculptors it may be noticed that while
the upper part of the face, probably as repre-
senting the intellectual qualities, continues to
give us the highest esthetic pleasure, the
lower part does not do so to the same extent.
A slight element of coarseness, and perhaps of
crudity, probably suggested to the modern
mind."

The head of Juno after 'olyctes is an
example of what is perhaps generally true of
idealization of the female face by the Greeks.
If we regard the esthetic standards of the race
as ultimately related to social utilities, it is
inevitable that we must think of considerable
change as having taken place and as being still
in progress. The consciousness of the artist
of female beauty does not satisfy the modern
mind. There is a craving for more, than even
the passive strength and intellectuality of the
female face as the Greek genius rendered it
immortal in marble. We crave even for more
than the external motherhood of woman as
medieval Europe sought to represent it in its
masterpieces of coloring. What the modern
artist seems to be driven, by the race craving,
to bring to the birth is the face of an
ethical type which shall add something to all
that was in the past; that face of which
we even now catch occasional glimpses; the
face which shall suggest to us something of
the spirit of the universal sympathy, the univer-
sal tolerance, the universal refinement of the
future for which humanity yearns. As Tolstoy
justly points out, the perception underlying and
inspiring all the religious thought of the age
is the consciousness that the well-being of the
race lies in the brotherhood of man. It is a
consciousness which leads more into the in-
finite than any similar conception in the past,
for it embraces a consciousness of brotherhood
even with those in the unborn future. The
changes which are taking place in our stand-
ards of taste and personal beauty are prob-
ably the changes which are struggling to trans-
form this perception into feeling."

Hongkong, 14th June, 1906. [645]

SUGAR AND SACCHARINE.
JAPANESE MERCHANTS' MEMORIAL TO THE
GOVERNMENT.
The Tokyo and Yokohama Guilds of sugar-
merchants have addressed memorials to the
Premier and the Minister for Finance asking
that measures should be taken to check the
heavy importation of saccharine in anticipation
of the increase of the Customs duty on that
article. The memorialists congratulate the
Government upon taking determined action for
checking the importation of saccharine by
increasing the Customs duty from 15 sen to
Y60 per kin and declares that the sugar-
business and the nation are indebted to the Gov-
ernment for its action. The object in thus in-
creasing the duty is to protect the sugar-
business of the Empire and to check the import-
ation of an obnoxious food-stuff. But the effect
of the Government's action, say the memorial-
ists, is proving just the contrary, tending to
increase the evil. There are yet four months
to elapse before the new Tariff comes into
operation, and during this interval immense
importations of saccharine are being made, and
already the amount contracted for exceeds
200,000 lbs. The memorialists observe that
during the war sugar-merchants, in common
with the rest of the nation, made great sacri-
fices and responded to the demand of the
National Treasury, and the wounds so in-
flicted are not yet healed. If another heavy
blow is dealt them by the enormous im-
portation of saccharine it may result in a panic
in the trade, loss of revenue to the Government,
and serious consequences may be ultimately
brought upon business circles generally.

When such an immense amount of the ob-
noxious article comes to be substituted for sugar
in the Empire, the health of the people will be
ruined, and it will then be too late to take
measures for the protection of the national
health. The Government is therefore recom-
mended to devise means to prevent these
impending evils, before they become too
deeply-rooted.

COLD STORAGE.
THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

Wm. PARLANE,
Manager.

Hongkong, 22nd June, 1906. [71]

Intimation.

A SILLY SAYING.

"It is a common but silly opinion prevailing
among a certain class of people that the worse
a remedy tastes, smells or hurts, the more
efficacious it is." So says a well-known Eng-
lish physician. He further adds: "For
example, let us consider cod liver oil. As it is
extracted from the fish this oil is so offensive
to the taste and smell that almost everybody
abhors it, and many cannot use it at all, no
matter how badly they need it. Yet cod liver
oil is one of the most valuable drugs in the
world, and it is the greatest pity that we have
not thus far been able to free it from those
peculiarities which so seriously interfere with
its usefulness." This was written years ago;
the work of civilizing and redeeming it how-
ever has since been triumphantly accom-
plished; and as a leading ingredient in the
remedy called

WAMPOL'S PREPARATION
the oil retains all its wonderful curative prop-
erties with no bad smell or taste whatever. It
is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and Extracts of Malt and
Wild Cherry; creating a medicine of unequalled
power for the diseases most prevalent and fatal
among men, women and children. There is
no other remedy to compare with it. It in-
creases the digestive power of the stomach and
in Blood Impurities, Weakness, Loss of Flesh,
Throat and Lung Troubles, Nervous Dys-
pepsia, Scrofulous Affections, Thinness and
Slow Development in the young, it gives quick
and certain relief and cure. Dr. G. C. Shannon,
of Canada, says: "I shall continue its use with
I am sure, great advantage to my patients and
satisfaction to myself." Has all the virtues of
cod liver oil; none of its faults. You may
trust it fully; it cannot disappoint or fail. One
bottle convinces. Sold by all chemists.

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.
NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.
THE Steamship

"INDRANI."

Captain W. Gray Williams, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 20th instant at 1.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 14th June, 1906. [645]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be stored out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Britannia.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 20th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees and
the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 13th June, 1906. [64]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF"

FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY, 13th instant.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 23rd
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 13th June, 1906. [643]

To Let.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st June, 1906. [72]

TO LET.

NO. 15, KNOTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [73]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 5,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147]

TO LET.

NO. 2, OLD BAILEY.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 26th April, 1906. [502]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on
THURSDAY,
the 28th June, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, Kowloon,

COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwan-
tung Cement Factory, but landed in
Hongkong on account of the Russo-
Japanese War, will be sold, by order of
the proprietor Mr. Hereditary Honorary
Citizen Anatoly Charlamyevich Tet-
jukov of Saigrajevo.

The Plant of this Cement Factory, which
has been fitted out with the latest technical
inventions for manufacturing Cement, by the
dry system, consists among others of:—
LOCOMOBILES (Wolf, Magdeburg).
MILLING MACHINES (Smidt, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr.).
ELECTRICAL (Allg. Elec. Comp.).
TRUCKS, &c. (Orenstein & Koppel).
&c. &c. &c.

All in all the whole plant is very nearly the
same as the Factory Kjeksdorph, near Malmö
in Sweden.

Specifications of the Machines and Acces-
sories as well as any further information may
be obtained from—

SIEMSEN & CO.,
Hamburg & Hongkong,
and
LAWYER BUBNOFF,
in St. Petersburg, Wassili Ostrow,
4 Linie, Haus No. 5;

as well as from the Auctioneers,
Messrs. HUGHES & HOUGH.
Hongkong, 28th May, 1906. [518]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905. [57]

FOR SALE.

WELSCH'S IN-
DOOR AND OUT-
DOOR 4-LIGHT
GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, OBIM-
NEYS, GLOBES,

SHADES, &c., &c.,

add INCANDESCENT

GASOLINE LAMPS of
all descriptions from best
makers.

NAPHTHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 19th April, 1906. [59]

Hongkong, 19th April, 1906. [59]

Hongkong, 19th April, 1906. [59]

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Hongkong, 19th April, 1906. [59]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quart)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

Intimations.

A. S. WATSON & CO.,
LIMITED.

AERATED WATER MANUFACTURERS.

	Per Doz. Inclusive of Bottles.
Soda Water	\$1.70
do. (Bombay bottles)	1.80
Potash, Seltzer and B. P.	
Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Sarsaparilla	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Bottles returned in good condition are allowed for at the rate of \$1.20 per doz.

SYPHONS.

	Per Doz.
Soda Water	\$19.60
Potash Seltzer and B. P.	
Soda	19.80
Lithia Water	20.00

\$18 per doz. is allowed on Syphons returned in good condition.

We specially recommend our **STONE GINGER BEER** which is brewed from the finest Jamaica Root by our own special process.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 9th June, 1906.

POST CARD COMPETITION.

To all purchasers at our Establishment of \$1 and upwards between June 1st and June 25th will be given a Coupon entitling them to enter the following Competition. The largest number of English words that can be made from "MARIE BRIZARD."

1st Prize:

1 Case Pts. Perinet & Fils Champagne \$56.50

2nd Prize:

1 Case Royal Old Highland Whisky - 24.00

3rd Prize:

1 Case Macintosh Whisky 10.00

AND

10 CONSOLATION PRIZES.

In the event of ties to be drawn for. All replies to be sent on Post-cards only. Prizes will be distributed the 30th June when all cards may be inspected at our office.

CASH LESS 10%
CREDIT LESS 5%.

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

19, QUEEN'S ROAD CENTRAL.
Hongkong, 29th May, 1906.

NOTICE.
All communications intended for publication in the HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MSS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$10 per annum.
The rates per quarter and per annum, proportional to the daily rate, are delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 10th June, at Singapore, the wife of Bapt. W. DAWSON, "S.S. Hong Moh of a son."

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 19, 1906.

APPEALS.

Under the terms of a new Order in Council certain changes have been made affecting the British population of Siam, and among these alterations is one which leads to the general consideration of a matter which affects all living in the Far East. It is laid down that in future appeals from the British Judge in Bangkok shall be heard by a Full Court consisting of the Judge and his assistant. Formerly appeals went to Singapore and were tried before two judges in the Straits Settlements. The advantage of this procedure was that the case came before the Appeal Court for the first time; that is to say, neither of the judges had previously considered the arguments of counsel, and neither was influenced by extraneous matters. The system by which a judge against whose decision an appeal is made should sit on the bench and hear the arguments against the judgment he has previously given is obviously unsatisfactory. It is not suggested for a moment that any judge would hesitate to stultify his first opinion by reversing his own decision on appeal, but human nature is frail, and the most impartial mind is liable to be biased. An irritating witness, a hesitating defendant, a hectoring counsel or any of the thousand and one trifles which annoy mankind may have the effect of giving a certain trend to the mind of the judge, and these unconscious arbiters of fate may recur to memory when the appeal comes before the Court. How advantageous was the principal of sending cases on appeal from Bangkok to Singapore was evidenced in a case *citibus* which moved Bangkok to its very foundations some two years ago. It was a case in which a prominent resident was accused of complicity with some Burmese in disposing of jewellery which had been stolen. The accused person was convicted on some minor count and released pending the hearing of the appeal. Now it is questionable if any judge or jury in a place like Bangkok where everyone knows the affairs of everybody else could listen to the evidence with an open mind. The subject had been discussed backwards and forwards for days and months, and what people did not know they conjectured, and ultimately came to believe that their conjectures were proved facts. A change of venue was eminently desirable and that change was obtained on appeal. In Singapore nobody had heard of the jewel robbery which was the sole topic of conversation in Bangkok, and the Court came to the question with minds free from any preconceived notions, unaffected by local conditions, unaware of local gossip and speculations, and unbiased or rather unhampered by any previous decision on the matter. The conviction was quashed, if we remember rightly, and there was an end of the nine-days chatter. Such procedure will not be possible now under the new Order in Council. The judge who has already heard the evidence and arguments of counsel, and who has given his decision, will sit along with a colleague and review his own judgment. The same system obtains in Hongkong, and we would submit that it is entirely unsatisfactory to all concerned. The appellant is by no means happy, and the judge appealed against cannot do justice to himself. If he adheres to his previous decision while his brother on the Bench thinks the appeal should be sustained then the appeal falls to the ground on account of the difference of opinion. One judge for and one against means that the appellant loses his case, so that he finds himself both right and wrong at the same time. If it be necessary that by reason of the paucity of judges the Full Court should comprise the judge whose decision is being reviewed, then the Court should consist of three judges, so that there may be a majority to decide the appeal definitely, one way or the other. One of the few occasions when two judges sit together in England occurred the other day when Mr. Justice Grantham and Mr. Justice Lawrence heard the Yarmouth election petition. The defeated candidate

ponent and the evidence was of the most extraordinary character. What happened? Mr. Justice Grantham found that the petitioner had failed to prove his case; on the other hand, Mr. Justice Lawrence held that the election should be rendered null and void because bribery had been proved. Here was a division of opinion; there was no casting vote, so to speak, no possibility of a majority verdict and consequently the petition fell to the ground. The unfortunate point was that Mr. Justice Grantham has been accused of political bias and the question is to be discussed in Parliament. Had there been three judges, then a clear verdict must have been arrived at, and the suggestion that political bias entered into the decision would have been eliminated. Indeed, had there been only one judge, the decision would have been more satisfactory, for a decision of some sort, a definite decision at least, must have been forthcoming. As it is, the petitioner is dissatisfied, one judge is open to calumny, and the imputations against the character of the sitting member have not been cleared away. Britishers in Bangkok have no reason to rejoice over the terms of the new Order in Council, for the system now introduced is no improvement on the old procedure, but rather the reverse. It is safe to say that the legal profession in Siam will not show itself particularly enamoured of the Order. It would be interesting to know who is responsible for these Orders in Council, which come from nowhere and were drafted in the unknown.

FAR EASTERN FLEETS.

The Far East seems to be losing its reputation as the possible arbiter of international relations. At one time Great Britain was represented by a fleet which worthily upheld the dignity of the "Mistress of the Sea," but when Japan proved her superiority over the Russians and sank the Baltic fleet, and when an Anglo-Japanese treaty had been ratified whereby the United Kingdom guaranteed to assist Japan in all offensive and defensive measures in return for similar aid, the battleships of the British fleet were withdrawn from the Far East, and to-day we have only an emasculated edition of the array of men-of-war which formerly rode in Hongkong harbour. Not only that, but there are grounds for believing that the best type of cruisers is to be withdrawn from the Far East and their place taken by a class of vessels whose performances have been far from satisfactory. In tonnage and appearance these "cruiser substitutes" may be all that could be desired, but they have not satisfied the requirements of the Admiralty, and consequently they have been relegated for service in China waters. Such, at any rate, is the effect of the statements which have been appearing in home papers. Now it would seem that France also is disinclined to maintain a first class fleet in the Far East. Whether this is the result of the *entente cordiale*, or whether it is due to other considerations which do not appear, France has decided to recall all her first-class cruisers now in Indo-China and send out second-rate substitutes. The cruisers of *calibre supérieur* in the Far East will proceed to the Mediterranean station, which is of more importance than the Far Eastern base. The fact that France should deplete her fleet in these waters is the more extraordinary in view of the clamour that lately arose over the possibility of a descent by Japan on Indo-China. The Press of the French dependency was full of the Japanese menace, and the admirals and generals in the neighbouring Colony were hastened from point to point to examine the defences and suggest new fortifications to guard against the Japanese invasion. While the scare lasted the naval and military services in Indo-China had an unusually busy time, and although Japan protested that she had no intention of quarrelling with France and had no designs on Indo-China the energy and bustle continued. New interests arose, however, and gradually excitement died away. Recently a new Parliament was elected in France, and it is just possible that the withdrawal of the first-class cruisers from service in the East is the outcome of some new economic policy on the part of the French Government. It is scarcely likely that M. Pelletan would have willingly consented to the weakening of the fleet in this part of the world; rather the reverse, in fact, for no scheme of increased efficiency would have been condemned by him. The announcement that the best cruisers of the French Navy in the East were to be withdrawn came as a thunderclap to our contemporaries in Indo-China. They waxed sarcastic over the ignorance of people in France concerning the needs of their colonies; they spoke of "la manière métropolitaine de défendre l'Indo-Chine," and they hunted for biting epithets to express their disgust. According to *Le Temps*, of Paris, three cruisers will be immediately re-called from the Far East to take up duty with the Mediterranean squadron, and there is a possibility that further reductions will be made. We may therefore take it that in the opinion of naval experts in Europe the Far East is not likely to become the battlefield of the world for some time to come.

LOCAL AND GENERAL.

THE 1. C. steamer *Yuenyang* arrived from Manila to-day. She had in tow the inter-island steamer *Salvadora* which has been brought to Hongkong for repair.

Mr. E. F. Botelho, of Kobe, has received from Governor Hatori a graceful acknowledgment of his efforts in connection with a concert given some time ago in aid of the Kobe fund for deceased soldiers' families. The concert realised the sum of ¥111.19, and the acknowledgment from the Governor took the form of a set of three lacquer cups.

On the arrival of the *Kubi* at Manila on the 12th inst., Capt. Almond was made the recipient of a testimonial from the large number of passengers who desired to express their appreciation to Commander R. W. Almond, of his kind and courteous treatment, and efforts to make their voyage an enjoyable one. The accommodations were good and the meals excellent.

Two boatmen were charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with stealing two zinc plates, valued at \$10, from the *Empress of India* yesterday. The second charge against the defendants was that they were found on board the steamer without the captain's consent. The charges were admitted, and they were each sentenced to three weeks' hard labour and six hours' stocks.

EIGHT Chinamen were placed before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged with keeping a common gaming house at No. 39, Cheung-chau, New Territory, and gambling in the premises, yesterday. The leader pleaded not guilty, but the remainder admitted playing *pai-kau* in the rest-house. Evidence was called, and the first defendant was fined \$10, the others had to pay \$5 apiece.

"But if your clan got the worst of it in the fight, how was it that the Magistrate kept your leaders to three months' hard labour, and discharged the other clan?" asked learned counsel of a witness in the manslaughter case at the Criminal Sessions this morning. "Oh! I don't see," replied the witness, "that was because the other clan were so smart that they just went and told their story to the police first!"

ACCORDING to a Montreal despatch, Mr. Arthur Piers, superintendent of the Canadian Pacific Railway company's steamships, is reported to have stated that it was very likely that the Canadian Pacific would at once order the construction of two more steamships of the same class and dimensions as the *Empress of Britain* and *Empress of Ireland*, which have a sea speed of eighteen and a half knots.

THE case in which Li Sang was indicted at the Criminal Sessions for the manslaughter of one of his countrymen, at Pin-shan, on the 16th April last, by fracturing his skull with a joss pole, under circumstances already fully recorded in these columns, closed this afternoon, when the jury returned a unanimous verdict of not guilty, and the prisoner was accordingly discharged. This closed the Criminal Sessions, and the Court adjourned sine die.

ONE of the examiners who looked over the Scripture papers—surprising as it may sound to the bishops—set last year, for scholars in the London County Council schools, reports that, "Generally, the questions that needed a little resource were not well answered." Thus the "good results" of Daniel's continued devotion were usually given as "Daniel's personal prosperity and the destruction of Daniel's enemies." Surely, even from a prophet's point of view, these are good results. Ask Dowle.

INFORMATION reached the detective department last evening to the effect that at 8.30 o'clock yesterday morning, a highway robbery occurred on the boundary line in the New Territory. A Chinaman, on his way to Sam-chun, from Tsio-wan, was attacked by four men. He was bound and gagged and relieved of his silver. He was later discovered by some native travellers, who released him, and the report to the police at Sam-chun was made. The Chinaman is unable to identify his assailants. Whether the native's report of the robbery can be believed, is another question, for, according to a statement made by the police this morning, such reports are frequently made when a Chinaman has gambled and lost his master's money. It is then that they are "unable to identify the robbers."

SMUGGLING ARMS INTO CHINA.

LARGE SEIZURE MADE.

A Chinaman named Li Chun appeared before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged at the instance of Inspector Smith with being in possession of seven revolvers, 2,700 rounds of revolver ammunition and twenty boxes of percussion caps, without the required police permit. The constable, who made the seizure and the arrest, said that while on duty in Des Voeux Road yesterday he saw defendant and a coolie passing along the sidewalk, each holding a heavy-looking basket. The *lukong* got suspicious and followed the men to the Praya, where defendant boarded a sampan, which was waiting for him. The policeman stopped the sampan, boarded it, and inquired of the defendant what was in the baskets. The defendant answered "Eatables." The *lukong* mentioned that he would like to see what the eatables consisted of, and on turning to the baskets, the defendant bolted. The *lukong* gave chase and captured defendant, and together with the baskets, he was removed to the Central Police Station. The defendant's excuse was that he was given thirty cents by a stranger to take the baskets to the wharf, where he would be met. The stranger, however, did not turn up. His *Wahsh* fined defendant \$50, or in default six weeks' hard labour, the arms and ammunition to be forfeited to the Crown.

THRASHING A CONDUCTOR.

BOTH PARTIES TO BLAME.

Before Mr. H. H. J. Gompertz, at the Magistracy this morning, three coolies stood in the dock in answer to a charge of assaulting the conductor of car No. 32, in Des Voeux Road Central, yesterday afternoon. Inspector Smith prosecuted, and Mr. Walter Glendinning, of the Tramway Company, watched the case for the Company. The conductor said that shortly after two o'clock yesterday, when near the Central Market, he was engaged in collecting fares, on the splash-board of the car. Suddenly he received a blow and as the car was going at a good speed he could not catch the men, but he recognised them. They were carrying bamboo poles. When the car returned the men were still in the same place, and on seeing the conductor, defendants started clapping their hands and crying out: "He's no good. He ought to be placed in the stocks." The complainant went up to the defendants, and asked them what they assaulted him for; the defendants thereupon set on him, it was alleged, and gave him a thrashing. It was said that complainant was the cause of the whole trouble. During the cleansing of a man-hole, near the tram rails, complainant, who was on the splash-board while passing the man-hole, was struck by the pulley-shaft, which projects out of the man-hole. Complainant was alleged to have used foul language towards defendants, who were at work in and around the man-hole and the fight followed. An official from the Public Works Department remarked in Court: "If these Tramway conductors cannot keep off the splash-board of the car while passing a pulley-shaft, when the man-hole is being cleaned, it's their look-out if they get hurt." The defendants made a straight statement and were ordered to be discharged, after a short lecture from the Bench.

SERIOUS CHARGE AGAINST A LUKONG.

ALLEGED PECULATION.

Mr. H. H. J. Gompertz released a *lukong* from No. Police Station yesterday on bail in the sum of \$250 to come up for trial on Thursday afternoon, at the Police Court, on a charge of receiving money on different dates from a hawker, with a view to influencing his conduct. For some time past Inspector Collett has been in receipt of information to the effect that the *lukong* in question was receiving money from hawkers, who were alleged to be paying him, so that he might not put them to any trouble. Inquiries elicited the fact that the *lukong* was seen on a piece of waste land, off Des Voeux Road West, a few days ago, speaking to a hawker. On the 17th instant, a European sergeant took up a position inside a matchbox, which stands on this land, to watch events. A few minutes later the hawker arrived and was soon followed by the *lukong*. After a few minutes' conversation, the hawker, it is alleged, took thirty cents out of his pocket and handed the money to the *lukong*. The sergeant ran out of his hiding place and seized the *lukong*, questioned him as to why he received the money from the hawker, and why he was off his beat, and as the policeman could give no satisfactory explanation, he was removed to the station and charged.

A JAPANESE ARMY SCANDAL.

CURIOUS CASE TRIED BY COURT-MARTIAL.

On the 30th ultimo a third-class assistant-paymaster named Masuda Seichi, attached to the 9th Field Artillery Regiment of the Kanazawa Division, was sentenced by Court-Martial to imprisonment for two months on a charge of desertion, and further imprisonment for a term of three months on a charge of having misappropriated monies supplied by the Government. The assistant-paymaster, who was on the reserve list, was called out for active service, and joined the First Artillery Ammunition Corps of the Kanazawa Division at the front. While he was in charge of monies paid in advance for the expenses of the Ammunition Corps, he was obliged by Lieutenant Otsuka, Commander of the Corps, to advance—in instalments—the sum of ¥180 from these funds. The Lieutenant was transferred to another post before paying back the debts, and the prisoner, fearing that his default would be discovered, deserted and sought shelter in Newchwang. Finding a difficulty in concealing himself, he eventually surrendered himself to the Russian Army.—*Japan Chronicle*.

THE EVACUATION OF MANCHURIA.

TARDY RUSSIAN MOVEMENTS.

A Tokyo dispatch states that the withdrawal of Russian troops from Manchuria is progressing very slowly. Apparently the delay is not deliberate and may be due to the difficulties of transport and the disquietude in Siberia and Russia. Over 200,000 men of the Russian forces still remain in North Manchuria. Under present conditions, it may be impossible for Russia to complete her evacuation of Manchuria in eighteen months, as agreed between Japan and Russia by the Portsmouth Treaty. It is anticipated that Russia will apply for the extension of the time agreed upon.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory: On the 19th at 11.30 a.m. The barometer is again falling over China, owing to another depression which is probably moving Eastwards to the North of the Yangtze. The depression which was over W. Japan yesterday has probably reached S.E. Japan. Pressure is highest over the S. part of China Sea. Moderate to fresh S. winds may be expected in the Formosa Channel and moderate S.W. winds over the N. part of the China Sea. Forecast:—Light to moderate S.W. winds, fair.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

TUNGAN DISTURBANCE.

AMOY EUROPEANS ASSAULTED.

DR. HORNE AND MR. FORBES EADIE SERIOUSLY WOUNDED.

[From Our Own Correspondent.]

Amoy, 19th June, 10.10 a.m.

Dr. Horne and Mr. Forbes Eadie, of the China Mutual Insurance Company, have been attacked at Tungan by a gang of Chinese.

The assailants stabbed Dr. Horne three times, inflicting dangerous wounds.

Mr. Forbes Eadie was very roughly handled.

Dr. Moorhead, of Amoy, is proceeding to Tungan immediately to render aid.

[Dr. H. R. Horne is a medical practitioner in Amoy and attends the staff of the Imperial Maritime Customs in that city. Mr. Forbes Eadie is assistant in the China Mutual Insurance Company. Dr. J. Moorhead is also one of the medical attendants to the members of the Imperial Maritime Customs in Amoy, and is connected with the Native Hospital at that port.—Ed., H.K.T.]

THE LEGISLATIVE COUNCIL.

WORKMEN'S CARS.

A meeting of the Legislative Council will be held on Thursday when the Attorney-General will move the following resolutions:

"1. Resolved that the resolution regarding the running of Workmen's Cars by the Hongkong Tramway Electric Company, Limited, passed by the Legislative Council on the 15th September, 1904, be rescinded as from to-day.
2. Resolved that until further notice the Hongkong Tramway Electric Company, Limited, shall provide the following number of cars every morning and evening, at such hours not being later than 7 a.m. nor earlier than 5.30 p.m. as the Company shall think most convenient, for artisans, mechanics and daily labourers, at fares not exceeding 2 cents for the single journey and 3 cents for return journey—

Morning.—From Kennedy Town to Arsenal Street, 2 Cars.

From North Point to the Junction of Wing Lok Street and Connaught Road, 4 Cars.

Evening.—From Arsenal Street to Kennedy Town, 2 Cars.

From the Junction of Wing Lok Street and Connaught Road to North Point, 4 Cars."

The Attorney General will also move the first reading of a Bill entitled an Ordinance to empower the Governor to grant licences to search for and prove minerals and to grant licences and leases of land for the purpose of working mines and minerals; the second reading of the Bill entitled an Ordinance to authorize the construction and maintenance of certain naval and military works upon and over certain portions of the Crown foreshore and sea bed situate upon the harbour frontage of the City of Victoria, in this Colony; the appointment of a committee of the whole Council to consider the Bill entitled an Ordinance to regulate the qualifications and to provide for the registration of dentists; and the third reading of the Bill entitled an Ordinance to provide for the establishment of asylums for the detention, custody and care of persons of unsound mind and others.

INSURANCE COMPROMISE.

BEFORE THE COURT.

In Summary Jurisdiction this afternoon, his Honour Mr. A. G. Wise, Puisne Judge, presiding, the *Suo Life Assurance Company of Canada* (Canton Branch) sued Pun Yick Cho, of No. 313 Queen's Road, West, *comproadore*, for the recovery of the sum of \$351.90 being as to \$189.15 premium due on policy No. 114029 Lai Wong Toi, as to \$200, a cash loan, as to \$57.75 money for medical fees, stored on premiums, chair hire, etc., making a total of \$447.92, but against which the plaintiffs credited the defendant with \$96.00, the value of Chinese office furniture taken over.

Mr. P. W. Goldring, of Messrs. Goldring and Barlow, appeared for the plaintiff. When the case was called on the defendant was neither present in person nor by representation.

Mr. Goldring therefore applied for an adjournment and the case was ordered to be placed in next Friday's list.

SHIPPING AND MAILS.

MAILS DUE.

American (*Manchuria*) 23rd inst.

Canadian (*Montague*) 27th inst.

Indian (*Lutian*) 29th inst.

Canadian (*Empress of Japan*) 3rd prox.

The C. P. R. Co.'s s.s. *Tartar* arrived at Vancouver at 2 a.m., on 17th inst.

The M. M. Co.'s Cargo-boat *Yunnan* left Singapore yesterday, and is due here on or about the 24th inst.

The Imperial German Mail s.s. *Prussia* was to leave Foochow this a.m., and may be expected here on Wednesday evening.

The Imperial German Mail s.s. *Prinz Waldermar* left Kobe via Moji yesterday, at 7 p.m., and may be expected here on 24th inst., p.m.

TELEGRAMS.

Russia.

Fighting and sacking continue at Bielsk.
The outbreak is disastrously affecting the Bourses and a heavy fall has taken place in Russian.
Moscow is in a very unsettled state and street demonstrations occur daily.
The troops have been increased at the factory quarters in St. Petersburg.

The Native Rebellion in Natal.

More of the Zulu chiefs are surrendering and it is expected that the majority of the rebels will come in by the 19th instant.
Only two of the important chiefs are now in rebellion.

A CARELESS DEBTOR.

Before his Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction this morning, Surein Singh, watchman, of No. 24, Bonham Strand, East, sued A. Samed, of Fletcher Street, for the recovery of \$81.40, being as to \$57 the amount of principal due on a promissory note, dated 1st July, 1905, and as to \$24.40 balance of interest thereon at the rate of five per cent. from the 1st July, 1905, to 21st May, 1906.

Plaintiff appeared in person and produced the promissory note, and stated that the money was still due and unpaid. Mr. C. F. Barlow, of Messrs. Goldring and Barlow, appeared for the defendant and stated that his client had been paying the interest to a man who had the same name as the plaintiff, Surein Singh, and whom he, the defendant believed, represented him.

His Honour: Have you any receipt?
Mr. Barlow: No, my Lord.
His Honour (to defendant): Have you no receipt?
Defendant: No, my Lord, I did not get any receipt.

His Honour: Have you any evidence of payment.
Defendant: Yes, my Lord, Surein Singh is here.

Surein Singh, called, stated that he did receive \$9 from defendant for three months' interest, and he handed it over to plaintiff. He did not get a receipt for it.

Plaintiff denied that he ever received any money on account of the promissory note, either from the last witness or from the defendant.

His Honour said that in the absence of any receipt, and of any endorsement on the promissory note he could only hold that the money had not been paid and was still due, and that being so there must be judgment for plaintiff, with costs.

LANDLORD NON-SUITE.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Lo Kwong, of No. 279 Des Voeux Road, West, sued Lau Yut Long of No. 271 Des Voeux Road, West, schoolmaster, and teacher of English, to recover the sum of \$36, being the amount of rent and taxes alleged to be due by the defendant to the plaintiff for the 1st floor of No. 303 Des Voeux Road, from the 23rd February to the 23rd April.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and Mr. F. Paget Hett, of Messrs. Brutton and Hett, represented the defendant.

Mr. Gardiner said that defendant took and plaintiff let the floor at No. 303 Des Voeux Road in January last and paid one month's rent, but the two months, from 23rd February to 23rd April, had not been paid. The rent was \$18 a month and he claimed \$36 for the two months and costs.

Mr. Hett produced a receipt for the rent for the month 23rd January to 23rd February made out in the name of the Kwong Cheung Hing firm, defendant's name not being mentioned, and there was nothing to connect him, he asked that the case be dismissed.

After examining the receipt his Honour upheld Mr. Hett's contention and non-suited plaintiff with costs to defendant.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores for the Governor's 1906 Cup at the 100 yards range during the month of June. There were 145 entries:—

S. A. Joseph	53+17=70
Dr. W. W. Pearse	59+10=69
R. D. Atkinson	49+19=68
Dr. G. M. Harston	44+24=68
J. H. Pidgeon	67+scr.=67
R. M. Ezekiel	50+17=67
G. E. Morrell	47+20=67
C. H. H. Beavis	61+4=65
A. Moir	56+10=66
J. McInnes	54+12=66
G. H. Walkman	59+6=65
J. C. Gow	63+scr.=63
Sir Francis Figgott	59+4=63
J. C. Peter	59+4=63
W. J. Saunders	4+16=63
H. W. Bird	46+17=63
W. G. Humphreys	34+28=62
P. P. J. Woodhouse	55+6=61
D. J. McKennie	56+4=60
W. H. F. Davis	54+6=60
E. S. Carruthers	49+10=59
A. K. Haxton	54+5=59
A. Bloney	50+9=59
J. McCubbin	46+14=60
Dr. W. A. L. Moon	43+17=60
J. T. Douglas	46+14=60
P. N. H. Jones	36+24=60
R. E. O. Hild	47+13=60
A. J. W. Watt	44+16=60
J. Hutchings	33+27=60
E. W. Terrey	38+22=60
W. Goodfellow	41+19=60
Capt. Barker Lawrence	30+30=60
Dr. W. W. Pearse	was the winner of the 100 yards pool on the 16th and 17th instant, with a score of 53+14=67.

The "LOONGWU" TRIAL TRIP.

DOCK CO'S ACHIEVEMENT.

When the s.s. *Loongwu*, built to the order of the Indo-China Steam Navigation Company, by the Hongkong and Whampoa Dock Company, Ltd., at Kowloon, was launched on the 18th of April last, in the presence of a very great assembly of guests, she was pronounced a very fine vessel and one to do great credit to the builders, the Hongkong and Whampoa Dock Company, Ltd., and the seafaring members among the invited guests who witnessed that launching, prophesied that when she was completed and all her fittings put in, she would be the equal of anything of the sort turned out at home. That these prophesies were intended to be fulfilled was borne out yesterday when the *Loongwu*, having been finished inside and out, the last ounce of paint slapped on, the varnishing completed, and the engines in readiness, she was successfully "put through her paces."

At the invitation of the Dock Company a large number of guests proceeded on board the *Loongwu*, in launches thoughtfully provided for their accommodation by the Company, among those present being Messrs. W. Wilson, Chief Manager of the Dock Company; R. Mitchell, Manager of the Dock establishment at Kowloon; A. Sinclair, Marine Superintendent of the Indo-China S.N. Co.; C. H. Toss, G. A. Caldwell, J. Wilford, H. T. Richardson, Captain Christie, J. Macdonald, W. A. Crane, Captain J. Douglas, R. Sutherland, P. Tester, A. McKenzie, H. F. Carmichael, M. Darby, W. Ramsey, Lieut. Belgrave, Royal West Kent; Capt. Selby, Melsaer, Innes, Kent, McEwen, and others,—a very representative gathering.

Leaving the Queen's Statue wharf at 9.40 a.m. in the Dock Company's launch No. 2, the guests were soon aboard the *Loongwu*, where they were received by Messrs. Wilson and Mitchell, and when all were aboard the business of the day commenced.

The *Loongwu*, which was lying out in Kowloon Bay, just off the docks, presented a fine appearance as she lay in all the pride of her gay coat of yellow-ochre, picked in blue, spick and span from stem to stern, and doubtless also from truck to keel, if we could have seen the latter. With commendable punctuality, that is to say, at but a very few minutes past the hour appointed, to a.m., the anchor was weighed, and slowly and gracefully, and with a remarkable absence of any sensation of motion, and absolutely no vibration from the engines, the *Loongwu* proceeded down the harbour from East to West, threading her way in and out of the ships and smaller craft in a manner which showed how easily she answered to her helm. Past the city of Victoria, out of the harbour, and so round the island of Hongkong she went, and as soon as she was well under weigh the preliminary business of the day commenced in a tour of inspection of the vessel.

The *Loongwu* is intended for the Yangtze trade, both as a passenger and a cargo carrier, and for this reason she has been fitted up with first and second class cabins in a manner to compare more than favourably with many a liner leaving our shores. Not only is there first and second class passenger accommodation for Europeans, but the same is also provided for Chinese, furnished in much the same style, with all the latest up-to-date cabin fittings, including electric fans, folding beds, and mosquito curtains, the cabins themselves being very roomy, while handsome tapestry curtains are everywhere in evidence. The lavatory and bathroom accommodation also leaves nothing to be desired, even by the most capricious critic, or fastidious traveller.

There are in all 12 European first class cabins, each with berths for two persons, and 14 second-class, while there are 14 first-class and 14 second-class cabins for Chinese, besides third-class accommodation on the fine airy main-deck for 370 passengers, besides accommodation adjoining for the complimentary staff, the crew, and servants. The officers' quarters, large, roomy apartments, are on the after part of the upper deck. The saloon is very well arranged, and has two alleyways leading out of it to the first-class accommodation—the ladies' on the starboard and the gentlemen's on the port side. The bulk-heads and overhead deck are tastefully picked out in white and gold, while everywhere about are electric fans and lights. A novel feature that strikes one in the saloon is the fact that all the iron support-pillars are encased in plated rattan, thus keeping them free from damp and rust, and making the place more cleanly. Near the first class cabins is a handsomely furnished smoking room, upholstered, like the saloon, in Morocco leather, the whole of the upholstery having been carried out in a most creditable manner by Messrs. Lane, Crawford and Co., under the personal supervision of Mr. F. C. Wilford.

The dimensions of the *Loongwu* were fully described in these columns at the time of her launching in the middle of April last, so that it is unnecessary to repeat them here. For the trial trip the *Loongwu* was placed under the command of Captain Melsaer, of the Dock tug *Robert Cooke*, but Captain Selby, we understand, will take permanent command of the new boat. Mr. McEwen taking the appointment of Chief Engineer, when, as it is expected, she leaves for her point of utility to-morrow.

Never could a more ideal day have been chosen on which to test the going powers of the Dock Company's latest bantling—calm sea, favourable wind and tide, and bright clear weather. Arrived at the Admiralty three-mile measured course, from One Tree Is. and to Ngauchau, the order was given to "let her go," and she did in fine style, on each of her four trials maintaining more than her required speed, she making an average for the four trials—two with and two against the tide—of 13 knots; her contract speed being 13 knots. Everything, so far, having proved satisfactory an adjournment was made to the saloon, where the tables had been tastefully laid out for tiffin, for which the King Edward Hotel did the catering, and which was done full justice to by

the hungry junketers. The anchor had been dropped, the vessel lying as steady and motionless as a rock, while pleasant breezes kept the company delightfully cool while "feasting." The good things disposed of, Mr. Wilson proposed "Success to the *Loongwu*," and expressed a hope that the owners, Messrs. Jardine, Matheson and Co., would find the vessel a success. He was sorry that their representative, the Hon. Mr. W. J. Gresson, was not able to be present, but he was very pleased to see Mr. Ross and Mr. Sinclair there. The *Loongwu* was the biggest ship the Dock Company had turned out, and he hoped she would be the greatest success of any yet built by them (hear, hear). He thanked the gentlemen for their attendance and hoped they would have a pleasant time. (Applause.)

Mr. Ross, replying on behalf of the owners, thanked the Dock Company for what he believed to be the very good work they had put into the ship. She was the biggest ship so far that they had built, but he hoped it would not be long before they built a larger (hear, hear), and that they would lay down a very much bigger one within the next few months. (Cheers.) He understood that several river steamers were about to be built, and he hoped that at least one of these would come to the Dock Company. He asked those present to drink success to the "Hongkong and Whampoa Dock Company," coupled with the name of Mr. Wilson.

Mr. Wilson responded briefly and to the point.

Mr. Sinclair said he felt so pleased with the ship that he wished to congratulate the Dock Company on the successful issue of this trial trip. They all knew how closely he had been in touch with the construction of that vessel right from its inception, and he was quite satisfied that the builders had collected the best material and provided the best workmanship. He was satisfied with the ship, in every detail, and he hoped that her record in the books would be as successful as her trial trip that day. He referred to the anxious time which Mr. Wilson and others intimately associated with the growth of that ship, from start to finish, must have had in seeing it develop from a few lines on paper to a fully-grown ship undergoing her trial trip, and doubtless they would experience feelings of relief when they saw her handed over on Wednesday. He was pleased with the excellent results of that trip and wished to testify to the fact that his association with the employees of the Dock Company had been of the pleasantest kind. He was sure that every one of the firm had put their best work into the ship, so that it was what they saw it to-day, a very good specimen of marine architecture (applause).

Mr. Mitchell replied on behalf of the staff and thanked Mr. Sinclair for his kind commendation. He felt satisfied that Mr. Sinclair was speaking of what he knew and what he felt. Certainly the *Loongwu* was the biggest ship the Dock Co. had built and the workmanship all through, from that of the chief manager down to the humblest artisan, was of the best. He thought they might congratulate themselves now. They were pretty well out of the wood, and, as Mr. Sinclair had said, it was personally a relief to him to know she had had such a successful trial trip. He hoped she would prove equally successful on the Yangtze. He had spoken to several gentlemen, who said she would be the most up-to-date vessel on that river, and he hoped she would have a successful run up. He also referred to the cordial relations between the builders, the owners, and the superintendents. They might not always have been able to see eye to eye, but with a little give-and-take the result was as they saw and could judge for themselves. He thought they could congratulate themselves. He thought they were on the right side. "I will not give the figures," concluded Mr. Mitchell, "because there is a 'chiel among ye takin notes' (laughter), but they could say 'it's a richt.'" (Laughter and applause.)

The business of the day thus being over the guests spent the rest of the time lounging about the deck, smoking, enjoying the day and the hour, and wishing just such a trip on just such a day might be their lot once a week. The *Loongwu*, having proved herself worthy of the time and labour and money spent on her, to get her ready, as she is, well within contract time, was then headed for a continuance of her trip round the island, when a significant incident took place. The Dock Company's flag, which had been fluttering at the bows, was hauled down, and Jardine's flag run up in its place, a fact which told its own tale. At about 4 p.m. the *Loongwu* again dropped anchor at the spot whence she started out in the morning, and then the guests, after expressing their appreciation of the delightful time provided by Messrs. Wilson, Mitchell, Caldwell, and others of the Dock Company, and their pleasure in the complete success of the trip in every way, again boarded the No. 1 launch and returned ashore.

HORSE-BREEDING IN JAPAN.

ACTION BY THE GOVERNMENT.

The war has awakened the Japanese Government to the urgent importance of improving the breed of Japanese horses. According to the *Japan Chronicle* an office has at last been established under the title of the Horse-Breeding Administration Bureau for the management of affairs relating to the improvement of the breed and number of native horses. The new office is under the direct control of the Premier. The head of the Bureau will be an official of *hakusein* rank at a salary of \$5,000 a year, and there will be an Assistant-Director, of *chokunin* or *sonin* rank, at a salary ranging from ¥3,000 to ¥4,000. The importance of the new office may be inferred from the official rank (equivalent to that of a Minister) of its Director, Baron Sone, ex-Minister for Finance. It is believed that Viscount Fujimori (Director of the Imperial Mews) will be appointed Assistant-Director.

The horses taken from the Russians in Manchuria have been distributed over the various prefectures for the double purpose of breeding and as remembrance of the war.

JAPAN'S TRADE IN MANCHURIA.

THE GOVERNMENT'S DECISION TO ASSIST MERCHANTS.

The efforts of Japanese merchants and manufacturers for extension of Manchurian trade have now assumed a practical shape, the Government, as we recently pointed out, having decided to give the protection asked for. The most promising trade in Manchuria is that of cotton piece goods. In 1904 the total amount of cotton fabrics imported into Manchuria reached 7,917,000 taels, of which American sheeting and drills totalled 3,643,000 and 1,704,000 taels respectively. Japan's share amounted to only 18,000 taels, including 6,000 taels of sheeting and 12,000 taels of drills. As a means of extending the market for Japanese fabrics in Manchuria it is urged that uniform trade marks should be used; the quality of articles made uniform as far as possible; exports to be made in sufficiently large quantities as to establish an influence in the market; and that thoroughly reliable selling agents be appointed. As already reported, in order to attain this object the spinning and weaving companies—the Osaka Besski, Miye, Besski Kinakin Seishoku, Jemima Orlmonco, and Okayama Besski—have organised themselves into a guild and have appointed the Mitsui Bussan Kaisha their selling agents in Manchuria. The cotton goods to be exported by these companies will be of uniform quality and trade marks and endeavours will be made to export annually at least 12,000 bales, valued at ¥1,200,000.

With regard to the Japanese cotton goods trade in Korea, the annual exportation of sheeting has now increased to 15,000 bales, valued at ¥1,800,000, while the value of American and English imports does not exceed ¥800,000. Efforts will also be made to further extend the trade in Korea. For this purpose the manufacturers interested have petitioned the Government for protection in the matter of circulation and transport facilities. Regarding the Manchurian trade they ask the Government for the advance of six million yen in monthly instalments against shipping bills at the rate of 4 per cent. per annum, to be repaid every four months. To reliable merchants goods are to be delivered even before payment of draft, and for the transport of exports the freight of the East China Railway is to be free or reduced to one-half for one year. The shipping freight is also to be reduced 50 per cent. for one year.

The Minister of Finance, approving the idea of the petition, has instructed the Director of the Finance Bureau to attend to the execution of this scheme. The latter, as the result of a consultation with the Presidents of the Bank of Japan and the Yokohama Specie Bank, has decided to afford protection not only for cotton yarn and fabrics, but also in respect to other exports to Korea and Manchuria. In future loans at the rate of 4 per cent. will be allowed on the shipping bills of sugar, matches, cement, beer, marine produce, timber, charcoal, etc., exported. The Minister of Communications, after consultation with the War Office, will fix new freight on the East China Railway, while, on the other hand, an order will be issued to the Nippon Yusen and the Osaka Shosen Kaisha for a reduction of the freight. With regard to the loans in connection with Korean trade the matter will be decided upon after consultation with the First Bank.

THE NATIONAL DEBT OF JAPAN.

HEAVY BURDEN OF THE PEOPLE.

The *Oriental Economist* in an editorial article deals with the National Debt of Japan. According to the national loan readjustment project, presented to the last session of the Diet by the Government, the amount of national loans remaining to be refunded and the interest thereon will stand as follows at the beginning of the next fiscal year:—

	Amount remaining.	Annual interest.
War loans	¥1,822,779,000	¥83,329,000
Old loans	572,359,000	29,507,000
	¥2,395,155,000	¥112,836,000

As shown above, 2,395 million yen of loans, with an annual interest of 112 million yen, is the burden bearing on the Japanese people when the account of the late war is made up. In addition to this, the issue of a new loan of something like 500 million yen will be found necessary in the near future for the nationalisation of railways, not to mention a large amount of loans that must be raised for the continuation of public undertakings if the Government is to adhere to its loan policy. Further, with regard to the source from which to draw funds to make good the deficit of nearly 100 million yen—which will take place in the national account after the next fiscal year—nothing is known as yet, but if the Government also has recourse to loans in this respect, as is most probable, a further augmentation of the National Debt will also take place in this direction. Altogether, it is correct to assume that the total amount of Japan's debt will reach 3,000 million yen before many years have passed. It will be instructive to institute a comparison between Japan's debt and that of other countries.

	Total debt.	Popul. 1,000.	Share per capita.
Japan	¥2,395,155	46,372	¥51.60
Great Britain	7,944,981	44,789	185.20
United States	4,709,128	76,303	61.60
Russia	7,075,509	129,004	54.90
France	12,500,000	38,011	31.80
Austria	3,512,543	31,172	102.00
Austria-Hungary	2,298,731	45,105	50.60
Italy	5,018,555	31,418	159.90
Spain	3,867,135	28,608	204.00

[Note.—The figures shown above are either of 1913 or 1914.]

From the above figures Japan's debt may not seem very large in comparison with the other countries, but when an examination is made into the respective conditions of those countries the heavy nature of Japan's burden will be disclosed.

Foremost in the list of heavily indebted countries is France; Spain, Great Britain, Italy and Prussia coming in the order named. France's debt per capita is ¥331, which is beyond comparison with that of Japan,

and an bonds of France, where the Government is actively engaged in industry, are of a similar nature to the shares of ordinary industrial concerns, and therefore a comparison with Japan will not show the relative heaviness of the burden. The same may be said in respect to Prussia. As to Spain and Italy, they are seriously suffering from the effects of their debt, and have no real value for the purposes of comparison; it is only Great Britain which may be used for the purpose of comparison in this respect with Japan. Great Britain's debt per capita is ¥185, which is 360 per cent. more than that of Japan. But when the wealth of the two countries as shown in the amount of trade, the cost of living and various kinds of property owned, is taken into consideration, the wealth of Great Britain will perhaps be ten times that of Japan. From this point of view it will be seen that the actual burden of the British people is far below that of the Japanese. Moreover, interest on England's loans is much lower than that of Japan. According to the latest returns England paid only 200 million yen interest on her loan of 8,000 million yen, which is equal to 2 1/2 per cent. Japan, on the other hand, is to pay nearly 120 millions for 2,400 million yen of loan, interest corresponding to 5 per cent.

In short, Japan has practically a debt three times that of England, and must in addition pay double the interest paid by the other. Japan's burden must therefore be regarded as far above that of Great Britain.

The other countries which carry debts almost equal to that of Japan are America, Russia, and Austria-Hungary. The first and last-named countries may be excluded from comparison with Japan, one for the reason of her palpable riches, and the other for precisely the opposite reason. Russia has long been expected to become bankrupt on account of her debt, and the gradual progress of Japan in the footsteps of Russia, as regards the amount of debt, must be considered as a matter for great anxiety. Japan now stands at the divergence of two paths, one leading her to the same fate as Russia, Austria-Hungary, Spain or Italy, and the other to such prosperity as is enjoyed by America and England. It can be seen that mere display of figures may prove deceptive, at least in the case of Japan, concludes the *Tokio periodical*, and the efforts of the whole nation towards the redemption of the National Debt are urgently needed to deliver the country from the iron grip of the creditor.

COMMERCIAL.

RAUB CRUSHING.

Messrs. E. S. Kadourie & Co. are in receipt of telegraphic advices from Singapore to the effect that the result of the crushing for the past four weeks of the Raub Australian Gold Mining Co., was 780 ozs. smelted gold from 5,800 tons stone.

10-DAY'S EXCHANGE.

Selling.	
Bank of China	2 1/2
Bank of Japan	2 1/2
Bank of Korea	2 1/2
Bank of India	2 1/2
Bank of China	2 1/2
Bank of Japan	2 1/2
Bank of Korea	2 1/2
Bank of India	2 1/2
Bank of China	2 1/2
Bank of Japan	2 1/2
Bank of Korea	2 1/2
Bank of India	2 1/2

Buying.	
Bank of China	2 1/2
Bank of Japan	2 1/2
Bank of Korea	2 1/2
Bank of India	2 1/2
Bank of China	2 1/2
Bank of Japan	2 1/2
Bank of Korea	2 1/2
Bank of India	2 1/2
Bank of China	2 1/2
Bank of Japan	2 1/2
Bank of Korea	2 1/2
Bank of India	2 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per picul
Malwa New	900/90
" Old	940/1,000
" Older	—
" Oldest	—
Per chest	
Patna New	87 1/2
" Old	83 1/2
Penara New	79 1/2
" Old	79 1/2
Persian (Paper)	—

To-day's Advertisements.



IT is hereby notified that the portion of the Wang-wei-chung Recreation Ground, known as the Army and Navy Football and Hockey Ground (Plot E), will be CLOSED FOR REPAIRS on and after the 25th instant until further notice.

W. CHATHAM,
Director of Public Works.
Hongkong, 19th June, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Room, No. 12, Robinson Road, KOWLOON,

TO-MORROW EVENING,
the 20th June, at 9 P.M.,
A QUANTITY OF
LACQUER GOODS of all descriptions,
AND

A Fine Selection of ENGRAVINGS, &c., &c.
TERMS:—As usual.

F. KIENE,
Auctioneer,
Kowloon.
Hongkong, 19th June, 1906.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISAN,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that the Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 21st instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 19th June, 1906.

Intimations.

A SMALL SELECTION FROM THE

ROBINSON PIANO Co's

STOCK OF

GRAMOPHONE RECORDS.

DAN LENO'S *inimitable Comic Patter*: The Huntsman, Who does the house belong to, Going to the Races, The shopwalker, The Muffin man, Mrs. Kelly, McGleochell's men.

HARRY LAUDER'S *Famous Scotch Comic Songs*: Killiecrankie, Referee, Stop your Ticking Jock, I'm fu the moo, She is my Daisy, Mister John Mackay.

GEO. ROBESY. Prehistoric men, Poor thing, I live underneath, Kindness rewarded.

ARTHUR ROBERTS' *Trial by Jury*, Topsy Turvey, For Thee.

LOUIS BRADFIELD and FARKOA in songs from all the latest operas.

ANDREW BLACK. *Annie Laurie*, Piper O'Dunee, Land o' the Leal, MacGregor's Gathering, Banks of Allen Water, March of the Cameron men, Scots wha hae.

BEN DAVIES. *Songs of Araby*, My Pretty Jane, When other lips, Tom Bowling.

EDWARD LLOYD. *Holy City*, Death of Nelson, Yes, let me like a soldier fall, When all the world is fair.

JOHN HARRISON. 'Tis the Day, Come into the Garden Maud, Sailor's Grave.

FRANCISCO. *La Paloma*, Prologue from Pagliacci, Toreador song, La Marseillaise, Lost chord, Largo al Factotum.

BAND SELECTIONS, by Coldstream and Grenadier Guards, B

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PING SUEY"	21st June.
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"ANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTANAK"	5th "

HOMeward.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	7th July.

WESTWARD.

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUGER"	13th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YCHOOW"	20th June.
CEBU and ILOILO	"KAIKONG"	21st "
WEI-HAI-WEI, CHEFOO and TIENSI	"KWEICHOW"	22nd "
MANILA	"TAMING"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	27th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th June, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 23rd June, at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 30th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 16th June, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).
Steamship "ANGLO SAXON" will be despatched at above, on or about 10th July.
Steamship "JOHN HARDIE" will be despatched at above, on or about 20th August.For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOGES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
ALENIA	YOKOHAMA and KOBE	3rd July.
SPEZIA	SHANGHAI, YOKOHAMA and KOBE	9th July.
SAMBIA	SHANGHAI, YOKOHAMA and KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA and KOBE	25th July.

HOMeward.

STEAMERS.	DESTINATIONS.	TO SAIL
ANDALUSIA	HAVRE and HAMBURG.	21st June.
ACILIA	HAVRE and HAMBURG.	24th June.
* RHENANIA	NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG.	10th July.
SCHWARZBURG	HAVRE and HAMBURG.	20th July.
ALESIA	HAVRE and HAMBURG.	6th Aug.
SPEZIA	HAVRE and HAMBURG.	20th Aug.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washerman.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAMBURG," s.s. "HOHENSTADEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAFNE	NAGASAKI and WADIVOSTOK	25th June.
LYEEMOON	SHANGHAI	29th June.
LYDIA	SHANGHAI and CHINKIANG	5th July.
JTHAKA	SHANGHAI and CHINKIANG	To follow.
KOWLOON	SHANGHAI and CHINKIANG	To follow.

Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 19th June, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

FOR	STEAMSHIP	ON
SHANGHAI	"HANGSANG"	THURSDAY, 21st June, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 22nd June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	SATURDAY, 23rd June, 3 P.M.
TIENSI	"CHIPSANG"	SATURDAY, 23rd June, 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 30th June, Daylight.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th June, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldtmann	July 14th.
"ARABIA"	4,483	Meizenthin	"
"ARAGONIA"	5,193	Ernst	"
"NICOMEDIA"	4,370	G. Meisner	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Acting General Agent.

Hongkong, 19th June, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"AUSTRALIAN"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 30th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th June, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"GLENESK"
Captain J. Rafferty, will be despatched at above, on or about the 10th July.For Freight and Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENLOMOND,"
Captain Henderson, will be despatched at above, on or about 10th instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th June, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO via PORTS.

THE Steamship
"APPALACHEE"
will be despatched for the above Ports, on THURSDAY, the 21st instant, at 5 P.M.For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 19th June, 1906.

United States and China-Japan Steamship Line.

FOR NEW YORK via SUEZ CANAL.

THE Steamship
"INDRASAMHA,"
Captain Wilkes, will be despatched at above, on or about the 30th June next.If sufficient inducement is offered.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 31st May, 1906.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 15th June, 1906, per 5 Mds.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Serjoin—Ngau Lau	30
" Sausages—Ngau Yuk Chung	26

Bullock's Brains—, Know... per set

Tongue fresh—Ngau Li... each

" Corned—Ham Ngau Li... 60

" Head—Ngau Tau... 60

" Heart—Ngau Sam... 12

" Hump, Salt—Ngau Kin... 20

" Feet—Ngau Kerk... each

" Kidneys—Ngau Yiu... 10

" Tail—Ngau Mei... 17

" Liver—Ngau Con... 12

" Tripe (undressed)—Ngau To... 6

" Calves' Head and Feet—Ngau-chai... 80

" Mutton Chop—Yeung Pai Kwat... 24

" Leg—Yeung Pei... 24

" Shoulder—Yeung Shau... 22

" Pig's Chills—Chi cheong... 23

" Brains—Chi Know... per set

" Feet—Chi Kerk... 12

" Fry—Chi Chak... 12

" Head—Chi Tau... 15

" Heart—Chi Sum... each

" Kidneys—Chi Yiu... pair

" Liver—Chi Kon... 26

" Pork Chop—Chi Pai Kwat... 20

" Corned—Ham Chu Yuk... 22

" Leg—Chu Pei... 22

" Fat or Lard—Chu Yau... 15

" Sheep's Head and Feet—Yeung Tau... 55

" Keok... each

" Heart—Yeung Sum... 6

" Kidneys—Yeung Yiu... 10

" Liver—Yeung Con... 22

" Sucking Pigs, To Order—Chu Chai... 16

" Suet, Beef—Sang Ngau Yau... 24

" Mutton—Sang Yeung Yau... 18

" Veal—Ngau Chai Yuk Tong... 15

" Sausages—Ngau Chai Yuk Tong... 15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	21
Doves—Pan Kau	each
Eggs, Hen—Kai Tai	per doz.
Fowls, Canton—Kai	each
" Hainan—Hoi Nam Kai	28
Geese—Ngo	22
Geese, Wild Shanghai—Sheung Hoi Ye	pair
Goose—Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	"
Partridge—Che Khoo	"
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	"
Quail—Um-Chun	"
Rice Birds—Wo Fa Cheuk	dozen
Sparrows—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	"
" Hen—Na	"
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks—Canton—Sang Shing Sui	Ap
" Ap	per pair

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	16
Crabs—Chik Yu	16
Crabs—Mun Yu	16
Crabs—Hoi	14
Cuttle Fish—Mok Yu	12
Dab—Sa Mang Yu	15
Dace—Wong Mei Lun	15
Dog Fish—Tit To Sa	15
Eels, Congor—Hoi Man Yu	16
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	28
Grouper—Sek Pan	60
Gudgeon—Pak Kup Yu	18
Herrings—Tso Pak Yu	18
Hillbait—Cheung Kwan Yu	17
Labrus—Wong Fa Yu	19
Loach—Wu Yu	9
Lobsters—Lung Ha	28
Mackerel—Chi Yu	24
Monk Fish—Mou Yu	28
Mullet—Chai Yu	20
Oysters—Kai Hoo	20
Parrotfish—Kai Kung Yu	20
Perch—Tau Loo	14
Pike—Fa Paw Pong	8
Pike—Pao Yu	18

Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	28
Prawns—Ming Ho	48
Ray—Pei Pa Sa	9
Rock Fish—Sek Kau Kung	16
Roach—Chun Yu	10
Salmon, (C'lon), fresh water—Ma Yau	32
Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	22
Soles—Tat Sa Yu	20
Tench—Wan Yu	16
Turbot—Cho Hoi Yu	2
Turtles, small, fresh water—Keok Yu	16
White Bait—Ngau Yu Chai	16

FRUITS.

Almond—Hung Yau	16
Apples, (California)—Kam San Ping	—
" (Chefoo)—Tin Chun Ping	—
" (Small)—Hoi Tong	—
" Custard—Fan Lai Chai	each
Bananas, fragrant, Canton—Sang Sheng	—
Heung Chiu	3
" (brides), Macao—San Heung Chiu	—
Chestnuts, Chinese—Foong Lut	10
Carambola—Yeung Tou	—
Cocoanuts—Yeh Tai	each
Grapes—Sin Tai Tai	—
Lemons, China—Ning Moong	14
" Amer.—Kun San Ning Moong	5
Lichies, Dried—Lai Chi Con	45
" Fresh, Lai Chi	15
Limes, (Saigon)—Sai Kung Ning	—
Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tex	dot.
Oranges, (Canton)—Sang Sheng Tim	—
Chang	16
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	8
" (American)—Kam Sao Shut Li	—
Pears, (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	55
Peanuts, Fa Sang	10
Perimmons Large—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	—
Ti Paw-law	each
2nd cooking—Chung-tang	6
" Paw-law	—
Plajams—Tai Chen	2
Plums, Swatow—Hung Lai	5
Pumelo, Siam—Chin Lo Yau	18
Walnuts, Hop Tau	12
Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	10
Chi Cheuk	

